



***Live to Play Another Day***

**Off-Duty Safety Awareness Presentation  
Speaker Notes**

**16 March 21**

U.S. Army Combat Readiness Center's  
Off-Duty Safety Awareness Presentation Speaker Notes

Included in this packet are the speaker notes for the Off-Duty Safety Awareness Presentation. Unless otherwise stated, the statistics included refer to FY16 - FY20 as of 28 February 2021. The goal of the presentation is to make all Soldiers aware of the off-duty hazards they may face in the upcoming months so they can become part of the solution in preventing the next mishap. Although these notes can be used as is, please feel free to modify them to fit your presentation style or to reflect what's happening in your organization.

**Slide 1: SMA Introduction Video**

Good morning/afternoon. Today we're going to talk about mishap prevention. We'll begin with a message from the Sergeant Major of the Army.

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**Slide 2: Live to Play Another Day**

This presentation focuses on off-duty activities and examines how awareness can help you manage risks and slow or eliminate the continued loss of Soldiers to preventable, off-duty mishaps.

During today's presentation, we will discuss:

- Where we stand as an Army in terms of mishaps.
- The types of mishaps that are most prevalent.
- Potential hazards and control measures.
- And most importantly, how managing risks can help you prevent a mishap that could leave you seriously injured or dead.

Please note that unless otherwise specified, all statistics in this presentation refer to FY16 – FY20 as of 28 Feb 21.

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**Slide 3: "The Game" Video**

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#### **Slide 4: Off-Duty Fatalities**

From FY16 - FY20, the Army lost an average of 86 Soldiers each year in off-duty mishaps. That's over three times the number of Soldiers lost to on-duty mishaps, and it's a devastating loss to our Army. Predictions are that if we continue to take unacceptable risks in our off-duty activities, we will lose another 84 Soldiers from our formations by the end of FY21. You can help change this outcome.

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#### **Slide 5: Alcohol**

As you will see throughout this presentation, alcohol often plays a leading role in mishaps. Since FY16, there have been nearly 300 off-duty mishaps in the Army where alcohol use was confirmed or suspected.

Alcohol consumption slows your reaction time and, as you are all well aware, impairs both your judgment and your vision. All these factors can lead to a mishap.

Most alcohol-related mishaps involve private motor vehicles – both the two-wheel and four-wheel variety – but each year Soldiers also die while handling weapons, boating, swimming, fishing, and participating in other activities while consuming alcohol.

We are going to take a look at each of the activities that often result in off-duty fatalities. Let's begin with water-related activities.

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#### **Slide 6: Water-Related Video**

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#### **Slide 7: Water-Related Activities**

From FY16 - FY20, we lost an average of eight Soldiers per year to off-duty, water-related activities. Remember, rank doesn't make you immune. Nearly half (42%) of the water-related fatalities in the last five years involved a Leader.

How do you win while participating in water-related activities and prevent mishaps? Think through the activity before the action occurs and apply the same principles used

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to prevent mishaps on duty: training, standards, and discipline. Training - if you learn to swim, you are less likely to drown. Standards - Army regulations require that you follow state and local policies to wear a life jacket, which also offers drowning protection, especially if you go into the water unexpectedly. Discipline - you know that drinking alcohol impairs your ability to reason and to protect yourself from harm, so you should exercise discipline and limit or avoid alcohol consumption while relaxing in or on the water.

When participating in any type of water-related activity, it is important to identify the hazards and to know your limits. For example, when swimming in rivers, lakes, and oceans, be aware of swift currents and undertows. In just minutes, even strong swimmers can tire rapidly in cold water and become unable to help themselves. Critical information to prevent fatal or crippling injuries includes knowing how deep the water is before you dive in. In FY20 three Soldiers became permanently disabled because they misjudged the depth of the water they were diving into.

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### **Slide 8: Boating Safety**

The U.S. Coast Guard ranked operator inattention, improper lookout, operator inexperience, excessive speed and alcohol as the top five contributing factors in recreational boating mishaps during 2019. And, when it comes to fatal boating mishaps, alcohol use was the leading contributing factor. You need to be aware that boating under the influence (BUI) on waterways is just as illegal and dangerous as DUI on a roadway.

Training and personal protective equipment (PPE) play critical roles on waterways. According to 2019 Coast Guard statistics regarding fatal recreational boating mishaps where instruction and cause of death was known, 70% of deaths occurred on boats where the operator had not received boating safety instruction, and 86% of those who drowned failed to wear a life jacket.

So how do you improve your chance of playing another day? Once again, training, standards and discipline are critical requirements for success. Training -- take a Coast Guard-approved boating safety course. Standards -- review local laws and policies. Discipline -- ensure that you, your buddies, and your family members use life jackets and make sure the person operating the boat doesn't consume alcohol.

In addition, be sure to have a float plan. A float plan is an itinerary of when and where you plan to go while on the water. It is to be completed before you go boating and given to a person who can notify the Coast Guard or other rescue organization if you fail to check in according to the plan.

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### **Slide 9: Rip Currents**

Rip currents can be killers. The U.S. Lifesaving Association estimates that more than 100 people die annually on our nation's beaches due to rip currents and they account for over 80% of rescues performed by beach lifeguards.

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### **Slide 10: Break the Grip of the Rip!**

To avoid and survive a rip current:

- Never swim alone and, when possible, swim at a lifeguard-protected beach.
- Obey all instructions and orders from lifeguards.
- Make sure you understand the significance of warning flags and understand that the absence of red flags does not assure safe conditions.
- When swimming at an unguarded beach, be cautious at all times. If in doubt, don't go out!
- When caught in a rip current, remain calm to think clearly and to conserve your energy.
- Don't fight a rip current. If you are unable to swim out of it, float or calmly tread water. Then swim parallel to the shoreline.
- When certain you are out of the current, swim toward shore.
- If you are still unable to reach shore, draw attention to yourself: face the shore, wave your arms, and yell for help.

If you see someone in trouble, get help from a lifeguard. If a lifeguard is not available, have someone call 911. Throw the rip current victim something that floats and yell for them to swim parallel to the shore until they are out of the rip current. **Remember, many people drown while trying to save someone else from a rip current.**

On to our next topic: pedestrian mishaps.

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### **Slide 11: Pedestrian Video**

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### **Slide 12: Pedestrian Mishaps**

Over the past five years, 32 Soldiers have lost their lives due to pedestrian mishaps.

Nearly half (48%) of the Soldiers killed in pedestrian mishaps were Leaders. In the battle of man vs. automobile or train, your rank doesn't provide you extra protection. And if you go for a walk after a night out drinking, that doesn't improve your odds of survival. 78% of the pedestrian fatalities occurred at night and alcohol impairment was involved in at least 18% of the incidences. While you should never drink and drive; walking may not be your best alternative. Spring for cab fare rather than taking a chance on roadways if you are impaired. We all know that cab fare is cheaper than a DUI; it also beats becoming roadkill.

Don't think you're safe if you avoid being outside during the summer either. Logically, that's when you'd think most of the mishaps happened - with more vehicles on the roads and people out enjoying the nicer weather. However, in reality, it didn't matter what time of year it was. The deaths of these 32 Soldiers were spread evenly throughout the year.

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### **Slide 13: What They Were Doing**

Sadly, over half of the Soldiers killed in vehicle-pedestrian collisions just let themselves get too close to the path of a 3,000-pound vehicle. Some were intoxicated, but many were just careless. Even when using a crosswalk, never assume a driver sees you.

Ten of them were killed in the vicinity of a fender bender or a disabled vehicle -- their own or someone else's. Please understand, no one is suggesting that you have to stop being a good Samaritan to keep yourself safe; but what you should do is be situationally aware AT ALL TIMES.

You know from your own experiences that drivers approaching a disabled vehicle primarily see only the vehicle. It's the biggest object in their field of view and it's the one thing that can cause them the most harm if they hit it. By comparison, you -- the human -- are practically invisible. It's no exaggeration to say they likely don't even see you, so it's up to you to stay as far from their lane of travel as possible. Even then, you aren't guaranteed safety. A motorist driving while distracted may panic when approaching a disabled vehicle. If they lose control, they can hit the vehicle and knock it into the people standing near it. Not only do you need to stay out of the roadway, you need to put as much distance as possible between you and the disabled vehicle until traffic has been diverted around it.

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Four Soldiers were hit by trains while walking on train tracks. Really? Let's move on. Being hit by a train deserves its own slide.

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**Slide 14: 4 Soldiers Killed by Trains**

OK, in all fairness, sometimes you can't avoid having to walk along a busy roadway, but there is NEVER a valid excuse for being hit by a train. Pedestrians who choose to walk on railroad tracks are trespassing on private property. You can be fined several hundred to several thousand dollars, depending upon location. You can also get a one-way ticket to death. Case in point -- four Soldiers are dead. Your game play should be perfectly clear on this issue; in the battle of human vs. train, the train always wins!

It can take a mile or more to stop a train, so even if a locomotive engineer sees you on the tracks, there won't be time to stop before hitting you. Railroad trestles are not meant to be sidewalks or pedestrian bridges! There is only enough clearance on the tracks for a train to pass. There is nowhere for you to go if you suddenly realize there is a train bearing down on you.

And it is not enough to stay off the railbed. Trains overhang the tracks by at least three feet on both sides. Loose straps hanging from rail cars may extend even farther. If you are in the right-of-way next to the tracks, you can be hit by the train or a strap, or you can even be sucked underneath the train by the rushing air that surrounds it.

One final point: when you cross a track at a marked pedestrian crossing, do not step onto the tracks immediately after a train passes. Trains can come from either direction. Your view of a second train might be blocked by the first. Wait until you can see clearly around the first train in BOTH directions before you cross. Ensure your safety by being aware.

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**Slide 15: Don't Be a Dead Ped**

As a pedestrian, you can increase your opportunity to play another day and reach your destination by following these tips. First and foremost, see and be seen. Most pedestrian mishaps occur at night, so it pays to be especially vigilant after dark. Always wear a substantial amount of reflective clothing and carry a flashlight, but don't let that make you overconfident. Just because a driver sees a tiny flash of light up ahead doesn't guarantee they'll recognize it as a person.

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During the day, make eye contact with the driver and hold your hand up to ensure you can be seen. Never step out in front of a moving vehicle. Many drivers are distracted. Don't assume a driver is going to stop just because the light is red and the car is slowing down. Drivers who text are known to slow down and speed up erratically. Make SURE they see you.

Both at night and during the day, be predictable. Be where you are supposed to be and where drivers expect you to be. Use the crosswalk and don't suddenly step out from behind a parked vehicle or some other visual obstruction halfway down the street. If you must walk in a roadway make sure you are facing traffic; this gives you an opportunity to spot erratic driving and move out of the way if necessary. Use all your senses when on foot. Look both ways and be hyperaware of your surroundings whether you are near a roadway or crossing a parking lot.

And finally, avoid walking while impaired by alcohol. The same factors that make drinking and driving a dangerous undertaking are equally true of drinking and walking. Better for you and your buddies to skip one drink and pool the money for cab fare. Now let's discuss privately owned weapons.

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**Slide 16: Privately Owned Weapons (POWs) Video**

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**Slide 17: Unintended Discharges**

Unintended discharges are a major concern on duty, but they also happen off duty. In fact, 19 Soldiers have lost their lives to off-duty mishaps involving privately owned weapons (POWs) since FY16 and another three are now permanently disabled. Take a hard look at yourself to determine if you have anything in common with those Soldiers; 100% were male and common factors in the mishaps were indiscipline, complacency, and alcohol:

- All too often an individual deliberately pointed a weapon at themselves or someone else believing it to be unloaded, which resulted in a tragedy. It is imperative that you always follow the basic standards of safe weapons handling, one of which is **NEVER point a weapon at anything you don't intend to shoot!**



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- Not all weapons operate in the same manner. Proficiency with your assigned military weapon does not make you an expert on all weapons. If you are handling a new weapon, read the owner's manual carefully and take a class to get the proper training.
- Alcohol is not the correct lubricant for your privately owned weapon. Make no mistake, you should NEVER handle a weapon after or while consuming alcohol. Alcohol was a factor in over half of the POW mishaps.

Additionally, POW mishaps commonly occur in social settings. If you see someone handling a weapon in any unsafe manner – especially while under the influence of alcohol – take action. You could save the life of a family member, a friend or even your own.

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**Slide 18: THINK About It...**

Make no mistake; firearms are designed to be lethal and the adrenaline rush you experience when you kill the bad guy in your favorite video game is far different from the adrenaline rush you will experience if you shoot yourself or someone else with a real weapon.

In addition to never mixing alcohol and weapons, you can manage your risk with privately owned weapons if you always **THINK** weapons safety!

**Treat** every weapon as if it is loaded.

**Handle** every weapon with care.

**Identify** the target before you fire.

**Never** point the muzzle at anything you don't intend to shoot.

**Keep** the weapon on safe and your finger off the trigger until you intend to fire.

Now we'll take a look at a few sports-related activities.

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**Slide 19: Sports-Related Video**

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### **Slide 20: Sports-Related Activities**

From FY16-FY20, 17 Soldiers died while participating in off-duty sports activities such as hiking, skiing, and skydiving. Many more were injured.

Regardless of what sport you decide to participate in, make sure you are physically prepared and have the proper training, required certification, clothing, and equipment to conduct the activity. You can mitigate your chances of serious injury or death by actively being aware of the risks during planning and throughout the activity. Make sure you follow all safety procedures. It's also a good idea to take a battle buddy along. Sporting activities and extreme hobbies can be fun, relieve stress, and build confidence, but not preparing for risks can lead you to a fatal or disabling result.

Earlier, we mentioned filing a float plan when you are boating. Having something similar when participating in other activities is a good way to help balance the risks and set the scene to ensure your safety. Let someone know exactly where you're going and the date and time you plan to return. If you're not back on time, they will know where to start looking.

Now let's discuss the category that results in the majority of off-duty fatalities: private motor vehicles.

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### **Slide 21: Private Motor Vehicles (PMVs)**

In FY20, the Army lost 55 Soldiers to off-duty private motor vehicle mishaps! Those 55 deaths accounted for 70% of all the off-duty fatalities during that time frame. *Note: four of the 55 fatalities were Soldiers on foot that were struck by a motor vehicle.*

From FY16-FY20, each year, we lost an average of 66 Soldiers to off-duty PMV mishaps. More than one-third of the fatalities involved Soldiers on motorcycles. Recreational vehicles, such as ATVs and snowmobiles, can also be killers and we generally see one or two of those fatal mishaps each year.

Some of you have experienced the loss of a family member, friend or fellow Soldier in an automobile or motorcycle mishap. Do you remember how that loss affected you and the loved ones of the deceased? "Driving" a vehicle recklessly while playing a video game can provide great entertainment benefits. However, when you get the urge to take that same unnecessary risk while operating any type of vehicle in real life, you need to hit pause and remember "game over" takes on a whole new meaning in this scenario. The next time you see a fellow Soldier exhibiting risky behavior, have the *personal courage* to intervene. That Soldier's life could depend on it.

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## **Slide 22: Driving Myths**

Here you see a few common myths related to driving. Let's discuss the facts rather than the fiction contained in these myths.

The first statement is a tricky one. While alcohol is a factor in some fatal PMV-4 mishaps, it's not the number one factor. Speeding and a lack of seat belt use are more commonly cited.

The second myth addresses an issue that is becoming extremely common. As a driver, you are already "multitasking"... using visual, cognitive and manual skills to drive. Adding an unnecessary distraction takes your attention away from one of the necessary tasks and places you and others at risk. According to the National Highway Traffic Safety Administration (NHTSA), texting is the most alarming distraction while driving. Sending or reading a text takes your eyes off the road for 5 seconds. At 55 mph, that's like driving the length of an entire football field with your eyes closed.

Let's discuss the "other guy" as the primary cause of mishaps involving motorcycles. *On average, more than half of all motorcycle mishaps are single vehicle.* There is a reported 80% chance of injury or death on a motorcycle in the event of an accident, compared to about 20% for passenger vehicles. In the fatal accidents that do involve multiple vehicles, more than 75% involve head-on collisions, especially with vehicles that cross the lane of traffic but fail to spot the motorcycle. Speeding and loss of control cause the majority of the mishaps. The Army documented 22 fatalities due to motorcycle mishaps in FY20 and excessive speed was cited in four (18%) of them.

The final statement is not only a myth for bad mishaps, it's a myth for minor mishaps as well. Wearing a helmet could make the difference between life and death in ANY motorcycle mishap. According to the National Highway Traffic Safety Administration (NHTSA), in 2017, helmets saved the lives of an estimated 1872 motorcyclists; 749 more could have been saved had they all worn helmets ... a clear indicator that wearing your helmet can prevent loss of life.

Helmets are estimated to be 37-percent effective in preventing fatal injuries to motorcycle riders and 41 percent for motorcycle passengers. In other words, for every 100 motorcycle riders killed in crashes while not wearing helmets, 37 of them could have been saved had all 100 worn helmets.

Now let's look at some driving trends.

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**Slide 23: How Do You Define Yourself?**

Think about each of the definitions above – honestly evaluate which of these apply to you and seek to be the well-disciplined Soldier you should be.

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**Slide 24: Speeding is Indisciplined Behavior**

This slide tells the tale of speed. Excessive speed was reported as a contributing factor in four (14%) of the 29 PMV-4 fatalities and in four (18%) of the 22 motorcycle fatalities in FY20.

That's eight Soldiers who lost their lives last fiscal year because they lacked the discipline to obey the speed limit.

In addition to the risk of injury or death from speeding, there are other consequences you may face. Depending on the state, a driver caught speeding may have to pay a large fine, be charged with reckless driving, lose or have points assessed on their license, or spend time in jail.

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**Slide 25: Motorcycle Video**

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**Slide 26: Motorcycles**

Here is a significant fact about motorcycles: The Army estimates only a small number of all Soldiers -- 12-15% -- ride motorcycles; yet last fiscal year, motorcycle fatalities accounted for 41% of all private motor vehicle fatalities and 31% of all the off-duty mishap fatalities.

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**Slide 27: Personal Protective Equipment**

From head to toe, good quality personal protective equipment (PPE) is an essential part of a motorcycle rider's gear. Wearing a helmet is an obvious way to reduce the severity

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of a head injury, or prevent it altogether, *and there is no question that a full-face helmet provides the most protection.*

Many Soldiers believe they don't have to wear a helmet if riding in a "no helmet" state. This is **NOT** true. An approved helmet, along with other PPE, is required at all times for all Army military personnel operating or riding on a motorcycle, moped or ATV — on or off duty and on or off an installation. Additionally, Army civilian personnel are required to wear the same PPE when:

- On a military installation
- In a duty status (on *and* off an installation)
- Operating a DoD-owned motorcycle

Motorcycle jackets and pants constructed of abrasion-resistant materials such as leather, Kevlar® or Cordura®, as well as those that contain impact-absorbing padding are strongly encouraged. Riders are also encouraged to select PPE that incorporates fluorescent colors and retro-reflective material.

If you think the cost of buying PPE is too high, consider the cost of not wearing it. As the slide says, it truly is worth every dime, every time!

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### **Slide 28: Motorcycle Training**

You must, and I say again, **YOU MUST** successfully complete a Basic *RiderCourse* before operating a motorcycle. AR 385-10 requires that you be properly trained and licensed.

The Army Progressive Motorcycle Program is comprised of four courses. Each is designed to keep motorcycle operator training current and to sustain or enrich rider skills.

Within 12 months of completing the BRC, Soldiers must undergo a second round of training based on the type of motorcycle they ride. For the sport bike rider, there is the Military SportBike *RiderCourse* (MSRC). For all others, there is the Basic *RiderCourse* 2 (BRC2), also known as the Experienced *RiderCourse*.

Sustainment training in the form of the BRC2 or the MSRC is mandatory every five years after initial completion.

For individuals who have been deployed for 180 days or longer, there is an additional requirement to attend the Motorcycle Refresher Training (MRT) course. This course can be taught at the local level without a certified RiderCoach.

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These classes are free to Soldiers. As an added bonus, you may receive one hour of college credit for completing the BRC.

Motorcycle skills are perishable and need to be refreshed occasionally. Operating a motorcycle without the proper training and skills seriously increases your risk of having a mishap. It looks easy, but it takes a great deal of practice, coordination, and mental attention to ride a motorcycle and constant practice to maintain proficiency. The proper training will provide you with a clear picture of what right looks like so you can enjoy your ride.

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**Slide 29: Riding Tip**

The acronym **SEE** stands for Search, Evaluate & Execute:

**Search** around you for potential hazards. Searching provides a rider with information needed to make good decisions and take proper action.

**Evaluate** any possible hazards such as turning cars. Evaluation includes anticipating potential problems and developing a course of action in your mind to deal with those problems if they occur.

**Execute** the proper action to avoid the hazard. A skilled rider is a decisive rider. Resist the urge to pause or second-guess your decision. Time and space are at a premium. Act decisively and immediately to maximize your response time and to keep your safety cushion as large as possible.

**SEEing** will allow you to get the proper view to take ownership of your riding safety by identifying hazards and implementing controls to avoid becoming a statistic.

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**Slide 30: Private Motor Vehicle - 4 (PMV-4) Video**

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### **Slide 31: Autos/Sedans, SUVs, Trucks and Vans**

Wearing seat belts, obeying the speed limit and refusing to drink and drive are extremely important factors to avoid being injured or killed in an automobile mishap.

State and host nation seat belt use laws vary; however, AR 385-10, The Army Safety Program, **does not** vary. The standard for Soldiers is that occupant protective devices (which includes seat belts) will always be worn when driving or riding in a PMV whether on or off the installation. Additionally, the vehicle operator is responsible for informing passengers of the requirement, and the senior occupant is responsible for ensuring its enforcement.

In at least two of the FY20 off-duty fatalities in automobiles, Soldiers were not wearing their seat belts.

In at least five of the FY20 off-duty fatalities in automobiles, alcohol was involved or suspected as a causal factor.

Buckling up is the single most effective thing you can do to protect yourself in a crash. According to the National Highway Traffic Safety Administration (NHTSA), of the 37,133 people killed in motor vehicle crashes in 2017, 47% were not wearing seat belts. In 2017 alone, seat belts saved an estimated 14,955 lives and could have saved an additional 2,549 people if they had been wearing seat belts.

It is also important to understand that air bags are designed to work with seat belts, not replace them. Air bags are not enough to protect you; in fact, the force of an air bag can seriously injure or even kill you if you're not buckled up.

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### **Slide 32: Distracted Driving**

Now let's talk a bit more about a disturbing trend we mentioned earlier. According to the U.S. Department of Transportation, at any given daylight moment across America, approximately 660,000 people are using cellphones or manipulating electronic devices while driving. In 2017 alone, 3,166 people were killed in motor vehicle crashes involving distracted drivers.

When you drive a car or ride a motorcycle, you are multitasking. Your brain, hands, and eyes are all working together to keep you on the road, in your lane, and safe from other drivers. Doing another activity that distracts you from the primary task of controlling the vehicle can leave you vulnerable to a mishap. Staying focused while driving is a necessity!

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Distracted driving activities include:

- Texting or talking on a cellphone
- Eating and drinking
- Talking to passengers
- Grooming
- Using a navigation system or reading – including maps
- Watching a video or adjusting an audio system

All these activities can increase the chance of a motor vehicle mishap occurring. AR 385-10, which is the standard, prohibits texting and driving, as well as cellphone use, while driving while on a DoD Installation or operating a government-owned vehicle. Use of a cellphone is restricted to hands-free devices only. This practice is highly encouraged for ALL Soldiers at ALL times.

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### **Slide 33: Driving Fatigued**

Fatigue slows reaction time and leads to higher incidents of traffic mishaps. In fact, fatigued and drowsy drivers cause an estimated 100,000 police-reported crashes each year, and these types of crashes are more likely to result in a fatality.

Why, you ask? Because 24 hours with no sleep makes you just as dangerous on the road as someone with a .08 blood alcohol level. Like a drunk driver, the drowsy driver's judgment, reaction time, and memory are impaired.

Doctors also point out that drowsiness is not a warning sign; it's the last thing that happens before you fall asleep.

Do you really want to risk the consequences of driving fatigued? Wouldn't it be better to take a nap? Yes, you'll arrive a few hours later than planned, but isn't that better than not arriving at all?

The next time you hit the road for a long trip, make sure you're rested.

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### **Slide 34: ATV/ROV Safety Tips**

Not all off-road vehicles are the same. All too often, the all-terrain vehicle (ATV) is confused with the recreational off-highway vehicle (ROV). There are actually some very



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significant differences between the two, even if both types of off-roaders are four-wheeled and used for similar types of recreation.

If you are operating an ATV or ROV, it is extremely important to get the proper training for that specific vehicle type. Training is normally available through the dealer where you purchased it. If you acquire a used ATV or ROV, training information is available from ATVSafety.gov, the Specialty Vehicle Institute of America (<https://svia.org/>) or the Recreational Off-Highway Vehicle Association (<http://www.rohva.org/>). You can also access these websites and other ATV and ROV information through the Recreational Vehicles section of the U.S. Army Combat Readiness Center's website.

Remember, online training is a great tool, but hands-on is always the preferred method. All the Gear, All the Time (ATGATT) cannot be stressed enough! Wear an approved helmet, goggles, gloves, over-the-ankle boots, long-sleeved shirt, and long pants. According to AR 385-10, during off-road operations, operators and riders must use additional PPE, such as knee and shin guards and padded full-fingered gloves.

Once again, it is all about managing real-life risks. Get the right training, wear the appropriate riding gear, and check your local laws. Some states require off-road vehicle decals and have designated riding areas. Many ATV mishaps occur at places other than approved riding areas.

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**Slide 35: Individual/Leader Responsibilities**

The good news is we have seen a recent decline in the number of PMV mishaps; however, we still have a long way to go to eliminate the leading causal factors of PMV fatalities.

Remember, no one is immune to vehicle mishaps. It is your responsibility to follow these simple risk reduction controls and operate your vehicle in accordance with Army regulatory guidance, and state and host nation laws.

Leaders, ensure you are engaging your Soldiers and providing the information required for them to safely operate their motor vehicles off duty. Remind them often that safety is no laughing matter and it is definitely not a game; real-life actions have real-life consequences. Actively managing risks associated with off-duty activities is the key to saving their lives.

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### **Slide 36: Home Safety Video**

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### **Slide 37: Home Safety**

Most people picture their home as a safe haven when, in fact, mishaps in the home are extremely common and account for a large percentage of all injuries.

On duty, whether you're in the motor pool, the field, at a range, or are participating in some other mission, you typically apply the risk management process. You identify hazards and put controls in place to eliminate the hazards or mitigate the risks. This acts as a combat multiplier and assists you in successfully accomplishing your mission.

When you leave work, don't stop. Continue to use those same risk management strategies to identify and mitigate hazards in your home and during off-duty activities. Let's take a real-world look at some of the hazards lurking in that "safe haven" you call home.

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### **Slide 38: Most Common Home Hazards**

There are multiple hazards in and around the home, from the kitchen to the bathroom and out in the backyard.

According to the National Safety Council, the top five leading causes of accidental death in homes are falls, fires/burns, drowning, choking and suffocation, and poisoning.

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### **Slide 39: Top 5 "Hidden" Home Hazards**

Now let's talk about some less obvious hazards in the home. These five "hidden" hazards cited by the U.S. Consumer Product Safety Commission pose a very real danger and are associated with products you and your family may be using every day.

Small powerful magnets, if swallowed, can attract each other inside the body and block, twist or tear the intestines. If you think your child has swallowed a magnet, seek medical attention immediately.

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You should make it a point to track the latest safety recalls for products you own and remove the dangerous ones from your home before they cause harm. As an easy way to make yourself aware of these risks, sign up for recall notices on the U.S. Consumer Product Safety Commission website ([www.cpsc.gov](http://www.cpsc.gov).)

Kids climb. Top-heavy furniture, TVs, and stoves can tip over and crush young children. Make all these objects more stable by anchoring them to the wall.

Never place a crib or playpen near a window blind. To prevent strangulation, use cordless blinds or install safety devices on blind cords. To address this issue, the American National Standards Institute (ANSI) provides a window covering safety standard, ANSI/WCMA A100-2018, which requires that stock or substantially fabricated window coverings be cordless or have inaccessible cords or short cords (eight inches or less) in any position of the window covering. Additionally, installing window guards will help prevent falls from open or partially opened windows.

Suction from a pool or spa drain can be powerful enough to trap a child or adult underwater. Before your backyard becomes the scene of a tragedy, inspect pools and spas for missing or broken drain covers. Also, never leave young children unsupervised near a swimming pool. If not already installed, install an automatic pump shutoff system. They use the existing pump's motor to detect a drain blockage and quickly shut off the swimming pool pump.

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#### **Slide 40: Grilling Safety**

You will get bonus points from your family and friends for the perfect fire in a grill that provides mouthwatering aromas and delicious meals. Conversely, you will lose points and possibly lives and homes for a fire in a grill that gets out of hand.

According to the National Fire Protection Association, an average of 10,600 home fires are started by grills each year and 19,700 patients visit the ER because of injuries involving grills, including 9,500 thermal burns. July is the peak month for grill fires, followed by June, May and August.

Before you fire up your grill and visit your local ER:

- Use grills outdoors only. Grilling inside any type of enclosed space, such as a garage or even a tent, poses both a fire hazard and escalates the risk of exposing occupants to toxic gases and potential asphyxiation.
- Periodically clean the trays below the grill so the heat source used during cooking won't ignite the grease and food residue.

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- NEVER add charcoal starter fluid when coals or kindling have already been ignited.
- If using a gas cylinder, check the hose for leaks periodically, especially before using it for the first time each year. A light soap and water solution applied to the hose will quickly reveal escaping propane by forming bubbles.

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**Slide 41: Fire Safety**

Every year, Soldiers and family members are seriously injured or killed in home fires. From FY16–FY20, four Soldiers, along with two family members, lost their lives in home structure fires.

According to the National Fire Protection Association, in the United States from 2014-2018, more than one-quarter of fire deaths and three-quarters of all reported fire injuries were caused by home structure fires.

Remember the old adage: “The cook who leaves the kitchen burns?” Cooking is the leading cause of home fires. Don’t allow yourself to be distracted by something happening in another room in your house or barracks. Otherwise, you’ll risk starting a fire that could injure or kill you, your family or your fellow Soldiers.

According to the National Fire Protection Association, more than half of people injured in home fires involving cooking were hurt while attempting to fight the fire themselves. If you have any doubt about your ability to extinguish the fire, do not attempt to fight it yourself. Evacuate, call 911 and allow professionals to handle it.

One of the most important things you can do to protect yourself and your family is to make an escape plan with two ways out of every room. Practice it regularly, making sure everyone knows how to get out and where the rally point is. A fire can occur at any time of the day or night, so be prepared for both. If you set a standard for your family and provide the required training, you can ensure they know how to safely escape a home fire.

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**Slide 42: Smoke Alarms**

In addition to having an escape plan, a great way to buy yourself some extra time in a fire emergency is to install smoke alarms. Smoke spreads faster than fire. Working smoke alarms are critical for early detection of a fire in your home and significantly increase your chances of surviving. In fact, having a working smoke alarm when fire breaks out in your home cuts your chances of dying in half!

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Did you know that roughly half of home fire deaths result from fires reported between 11 p.m. and 7 a.m., when most people are asleep? That's why it is important to install smoke alarms on every level of your home, including the basement.

The U.S. Fire Administration recommends installing smoke alarms both inside and outside of sleeping areas. Always follow the manufacturer's installation instructions. According to the National Fire Protection Association, from 2014-2018, three in every five home fire deaths resulted from fires in homes with no smoke alarms or at least one smoke alarm that wasn't working.

To provide protection, smoke alarms must be maintained! A smoke alarm with a dead or missing battery is the same as having no smoke alarm at all. Test your smoke alarms once a month and replace the batteries twice a year. A good rule of thumb to remember to change the batteries is "Change Your Clock...Change Your Battery!" If an alarm chirps, warning the battery is low, replace the battery right away. Smoke alarms should be replaced every 10 years from the date of manufacture. Look at the back of the device for the date of manufacture. Make sure everyone in the home understands the sound of the smoke alarm and knows how to respond. Your life depends upon it!

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### **Slide 43: Fire Prevention**

Of course the best way to escape a fire is to avoid having it in the first place! Here are a few tips to improve your safety vision and prevent home fires:

- Never smoke in bed. A lit cigarette dropped on a bed can cause a large fire in seconds.
- Avoid grease build-up in the kitchen. Keep your stove and vent hood clean. Grease build-up is flammable.
- Place space heaters on level, hard, nonflammable surfaces, such as ceramic tile floors, and keep them at least three feet away from bedding, drapes, furniture, and other flammable materials.
- Inspect wires. If you find any worn or exposed wiring connected to appliances, discontinue their use immediately. A fire is imminent!
- Do not place cords and wires under rugs, over nails or in high-traffic areas.
- Use extreme caution when using candles. Keep lit candles away from combustible materials and always blow them out when you leave the room.
- Keep washers and dryers clean, paying particular attention to lint traps and dryer vents.

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#### **Slide 44: Carbon Monoxide – The Silent Killer**

Carbon monoxide (CO) is a colorless, odorless gas; you can't see or smell it. It is extremely poisonous and high levels of it can kill within minutes. According to the Centers for Disease Control and Prevention, each year, nearly 400 Americans die from unintentional CO poisoning not linked to fires, more than 20,000 visit emergency rooms and more than 2,000 are hospitalized.

Appliances that are designed to burn fuel usually produce very small amounts of CO and are not considered hazardous. However, if an appliance is not working properly or is used incorrectly dangerous levels of CO can result. So how do you know if CO is present? Well, it's not easy. CO poisoning can be confused with flu symptoms and food poisoning. Symptoms include shortness of breath, nausea, dizziness, light-headedness and/or headaches.

You can prevent CO poisoning by following some basic guidelines:

- Perform the manufacturer's prescribed maintenance on your heating system and fuel-burning appliances.
- Install a battery-operated CO detector in your home and check or replace the battery when you change the time on your clocks each spring and fall. If the detector sounds, leave your home immediately and call 911.
- Don't use a generator, charcoal grill, camp stove or other fuel-burning device inside your home, basement or garage, or near a window.
- Don't run your vehicle inside a garage attached to your house, even if you leave the door open.
- Don't heat your house with a gas oven.

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#### **Slide 45: Your Life is Not a Simulation**

In a simulated environment, it is perfectly acceptable to take unnecessary extreme risks and enjoy the associated thrills; video game characters have unlimited opportunities to respawn and reappear after being killed.

In the real world, as you participate in both routine and thrill seeking off-duty activities it is critical for your survival to integrate risk management into your game play; the ability to respawn does not exist. Dead is dead.

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**Slide 46: Game of Life Video**

*Play*

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**Slide 47: Live to Play Another Day**

This concludes today's briefing.